





Today's  
Advertisements.

## VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 24th instant, at 8.30 for 9 o'clock precisely. Visiting Sir Knights are cordially invited to attend.

PRESENTATION TO LIEUT.-COLONEL BARROW AND THE OFFICERS OF H.M.'S HONGKONG REGIMENT.

An Address to Lieut.-Colonel BARROW has been prepared, and will be presented to him by His Excellency Sir WILLIAM ROBINSON, K.C.M.G., at the CITY HALL on SATURDAY next, the 25th instant, at 11 A.M. All Members of the Community are invited to attend.

For the Committee, J. C. PETER, Hon. Secretary.  
Hongkong, 24th October, 1895. [1435]

## WANTED.

PRIVATE BOARD AND LODGING.

A BACHELOR would be glad to communicate with a PRIVATE FAMILY with a view to the above; a House within ten minutes' walk of the Banks and Post Office preferred.

Address:—  
W.  
c/o Hongkong Telegraph Office.  
Hongkong, 24th October, 1895. [1461]

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

## MONDAY.

the 28th day of October, 1895, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 24th October, 1895. [1454]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of October, 1895, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 99 years.

PARTICULARS OF THE LOT.									
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.			
1	1,338	Wong-nel-chong Road, 120140	63.26	60	7,800	20			

## FOR SHANGHAI.

THE Steamship  
"LYEEMOON,"  
Captain G. Heermann, will be despatched for the above Port on SATURDAY, the 26th instant, at 4 P.M.  
For Freight or Passage, apply to  
HONGKONG 24th October, 1895. [1462]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

THE Steamship  
"SZECHUEN,"  
Captain Derby, will be despatched on MONDAY, the 28th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th October, 1895. [1465]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING,"  
Captain J. G. Science, will be despatched for the above Ports on TUESDAY, the 29th instant, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 24th October, 1895. [1463]

## FOR KOBE AND YOKOHAMA.

THE Steamship  
"BENGLOE,"  
Captain Thompson, will be despatched on TUESDAY, the 29th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th October, 1895. [1444]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship  
"MENELAUS,"  
Captain Towell, will be despatched as above on TUESDAY, the 5th November.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th October, 1895. [1466]

## TO LET.

DWELLING HOUSES:—  
HOUSES IN RIFON TERRACE.  
ERANES, BUNGALOW, 5 Rooms—  
KOWLOON.  
"LARKSPUR," UPPER RICHMOND ROAD—7 Rooms, Detached House with Garden and Lawn Tennis Court—FURNISHED or UNFURNISHED.

OFFICES:—  
FIRST FLOOR No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLAND, WISE & Co.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,  
Hongkong, 24th October, 1895.

## BROWN, JONES &amp; CO.

DEALERS IN  
ITALIAN AND AMERICAN MARBLE AND  
HONGKONG GRANITE CEMETERY  
MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE  
LEAD CEMENT.

## Intimations.

DAKIN, CRUICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.  
Any complaints should be addressed to the Manager.  
Hongkong, 24th May, 1895. [147]

## A. S. WATSON &amp; CO., LIMITED.

## VEGETABLE AND FLOWER SEEDS.

## SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

## SEED LISTS

## HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in London.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in WINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

## CLAYS FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each, at \$1.75.  
25 lbs. at \$4.50.  
Directions for use are given on the Label.

## RAMSAY'S "NEW PARIS"

## LAWN MOWERS.

The Best and Cheapest Machines in the Market.  
— For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.  
Hongkong, 12th August, 1895. [147]

## The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 24, 1895.

## REUTERS' MESSAGES.

## THE CINQUE PORTS.

LONDON, October 23rd.  
Lord Salisbury succeeds Lord Dufferin (resigned) as Warden of the Cinque Ports.

## THE FRENCH BUDGET.

The Committee on the French Budget has rejected the extra credits for new warships.

## (Special to Hongkong Telegraph.)

## TELEGRAMS.

## A RUSSIAN MOVE.

SHANGHAI, October 24th, 4.45 p.m.

The state of affairs in Seoul is improving. There is no cause for alarm, though it is true that the Russian fleet will at once rendezvous at Chemulpo.  
Persistent rumours are afloat that the Russian fleet will either winter at Chemulpo or Chefoo, if Port Arthur is not available.  
No fresh complications have arisen between Russia and Japan in respect to Korea.

## (Special to the Asian.)

## RESULT OF THE JOCKEY CLUB STAKES AT NEWMARKET.

The JOCKEY CLUB STAKES of 10,000 sovs., the second to receive 500 sovs., third 200, the nominator of the winner 400, and the nominator of the second 200 out of the stakes, for three and four-year-olds; three-year-olds 8st. 10lb., four-year-olds 8st. 12lb., and geldings allowed 5lb., these out of untrained mares allowed 3lb., and maidens allowed 5lb. (allowances accumulative); winner (handicap) and selling races (excepted) of 500 sovs., 8st. 10lb., of 1,000 sovs., 8st. 12lb., of the Derby, St. Leger, Grand Prix de Paris, or Newmarket Stakes 12lb. extra. A. F. (one mile two furlongs). (189 sovs. 10s. entry corrected on payment of fine.)

## LONDON, September 26th.

Mr. J. H. Houldsworth's b.c. LARVON, by Band Or—Napoli, 3 years, 8st. 10lb., Cannon 1  
Lord Elmsley's b.c. NOME THE WISER, by Wisdom—Corrie Roy, 4 years, 8st. 10lb., Cannon 2  
Mr. T. Cannon's b.c. VENIA, by Melancon—Reine Blanche, 3 years, 8st. 10lb., Cannon 3  
Lord Rosebery's b.c. LADAS, by Hampton—Ilmorog, 4 years, 8st. 10lb., Cannon 4  
Lord Rosebery's b.c. ST. VITO, by Barcalaine—Viva, 3 years, 8st. 10lb., Cannon 5  
Mr. Fairlie's b.c. SOLARIO, by Galopix—Capri, 3 years, 8st. 10lb., Cannon 6  
Mr. A. D. Cochran's b.c. BECKHAMPTON, by Hampton—Rebecca, 3 years, 8st. 10lb., Cannon 7  
Lord Zealand's b.c. NUBIAN, by Galopix—Balmoral, 3 years, 8st. 10lb., Cannon 8  
Mr. L. de Rothschild's b.c. URICA, by St. Simon—Biscaya, 3 years, 8st. 10lb., Cannon 9  
General Owen Williams's b.c. PRIESTHOLME, by Senatus—Legacy, 4 years, 8st. 10lb., Cannon 10  
Mr. Fairlie's b.c. GALETTIA, by Galopix—Agave, 3 years, 8st. 10lb., Cannon 11  
(Winner trained by J. Ryan, Newmarket.)  
Betting: 9 to 1 Nona the Wiser.  
25 to 1 Viva.  
Won by half a length four lengths between second and third.

## (From L'Avenir du Tonkin.)

## ITALY ON THE WAR-PATH.

PARIS, October 24th.  
It is said that the Italian Government has commenced a campaign against Magacha and his ally the Negus of Abyssinia.

## THE MADAGASCAR EXPEDITION.

PARIS, October 24th.  
News of the capture of Tananarive is confirmed. Six Frenchmen were killed and one of the troops were wounded.  
Tananarive, near Tananarive, has been captured. The Car has congratulated France on the complete success of the expedition.

## (Special to Slam Observer.)

## THE ARMENIAN ATROCITIES.

LONDON, October 24th.  
The foreign delegates constituting the commission to enquire into the alleged massacres of Armenians have reported that the atrocities were grossly exaggerated, and the whole position overstated.

## FRANCE AND MADAGASCAR.

LONDON, October 24th.  
The Hova Queen has declared her determination not to leave the capital, and has accused her army of cowardice.  
The Hovas allowed the French to capture Antananarivo on September 27th, the Prime Minister and the Court fleeing to Ambositra on the approach of the French advance guard.

## LOCAL AND GENERAL.

H.M.S. *Pique* arrived here to-day from Anping via Amoy.

The Italian cruiser *Umbria* arrived here this forenoon from Shanghai.

There will be a pick up game of hockey at Happy Valley to-morrow afternoon at 4.45 p.m.

A REGULAR meeting of the Victoria Preceptory will be held in the Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting knights are cordially invited to attend.

Mr. McCallum, Lieut. Commissioner of Customs, is still in Taiwan and the Japanese are said to be anxious that he should remain there until they have recovered from him all Customs dues levied by him on behalf of the rebel leader, Liu. It is, however, not true that McCallum is minus some thousands of dollars worth of copper which the Japanese held as security for the repayment of Customs dues, which they claim have been misappropriated. All the Japanese want, apparently, is the McCallum should give them an account of his stewardship.

We read in the *Street Times* that a few days ago, at an "all present" parade, Colonel Pinkett discharged the pleasant task of handing to Corporal Corbett and Private McVay, of the Northumberland Fusiliers, bronze medals, on behalf of the Royal Humane Society. It appears that on the night of the 28th March last, Private Colman, who had been relieved when on guard, during the then existing mobilisation, fell into the sea at Fort Silcock. The men rewarded pluckily went to his rescue, though the tide was running at the rate of seven miles an hour. Though the unfortunate Colman was grabbed once, he disappeared. It is understood that since that event, Private McVay has attempted to rescue of yet another soldier at the same place. Altogether, the Fusiliers now bear the credit of four of the Humane Society's medals for saving, or attempting to save, life.

When the last mail left London the principal mill-owners of Lancashire were arranging for a great deputation to wait upon Mr. Chamberlain, Secretary of State for the Colonies, regarding the question of opening up new markets for cotton goods.

Mr. C. F. A. SANGSTER, who for so many years has performed the arduous duties of Registrar of the Supreme, left here for home by the English mail to-day. Mr. Sangster retires on a well-earned pension and carries with him the good wishes of all who had the pleasure of his acquaintance.

As will be seen by an advertisement in another column, a public meeting will be held in the City Hall on Saturday (26th instant) at 11 a.m. for the purpose of presenting to Colonel Barrow, H.K.R., a copy of a farewell address. His Excellency the Governor will preside, and it is hoped that there will be a good attendance. It has been found impossible to get the address to Colonel Barrow generally signed in time, but the original will be circulated for signature and forwarded to him in due course.

FROM enquiries made on board the Douglas liner *Hattian*, which arrived to-day from Amoy, we are in a position to give the following interesting particulars of the fate of the British coasting steamer *Thales* by the Japanese cruiser *Yoshino*. It appears that the *Thales* was placed under arrest by the commander of the *Yoshino* when eighteen miles from Amoy and was detained from six in the morning until five o'clock in the evening. Captain Bathurst vigorously protested against the seizure of some of his passengers, and it appears from the despatch that he exhibited that the Japanese were not quite sure whether they were not infringing international law by their action in searching and detaining the *Thales*. The *Hattian* went out to the rescue and stopped between the *Yoshino* and *Thales*, and Mr. Carr, the Company's agent at Amoy, boarded the *Yoshino* accompanied by several other passengers from the *Hattian* and protested to the Japanese Commander against his arbitrary conduct and the insult to the British flag. H.M.S. *Archer* left Foochow as soon as news of the seizure arrived and brought up in the locality of this disagreeable incident on Wednesday morning. This matter is, we understand, in the hands of Mr. Gardiner to settle. It appears beyond all doubt that *Elia* has reached the mainland and is, moreover, well provided for.

Mr. George L. Harrison, who might well be called the pioneer planter of Libanon coffee in Siam, arrived at Bangkok on the 9th instant from Singapore. Mr. Harrison speaks with great enthusiasm on the subject of his plantation, and it is hoped he will get in bumper crops.

It is officially reported that another ruby mine has been discovered during the current year at Nanyasak, a town lying in the north-west of the Bhamo District, and proposals have been sanctioned to depute an officer of the Geological Survey to thoroughly examine the tract of country during the coming cold season.

MARQUIS TOKUDANJI, Grand Chamberlain and Lord Keeper of Privy Seal, and Count Inouye, ex-Minister Plenipotentiary and Envoy Extraordinary, have been honoured with the grand insignia of the Rising Sun and Paulownia Imperials on account of their services to the State during the troublous times of 1894-1895.

An Indian contemporary reports that a scheme for the establishment of commercial agencies at Bombay and Madras for the reception of kerosene and Russian products finds much favour with Russian merchants, who would also be glad to see the present tea trade between India and Russia conducted directly, instead of, as at present, through Afghanistan and Persia.

News comes from Chantaboon that, on the 7th inst., two officers from the French gunboat *Pluvier* were out snipe shooting, and one, the surgeon of the boat, had a boy with him. The two officers were separated from each other by a paddy field in which the ears of paddy were high enough to prevent them from seeing each other. One of the officers, seeing a bird, fired his gun, but instead of hitting the bird he hit his fellow officer and the boy. The latter is not badly wounded, but the surgeon is in a very critical state, having received the shots in the face and body.

## THE KUCHENG MASSACRE.

## PROCEEDINGS OF THE COMMISSION.

## FOOCHOW, October 10th.

Last Saturday we reported another crisis in the proceedings. The deadlock had continued so long that H.B.M. Consul thought it advisable to have a personal interview with the Viceroys and he left Kucheng on Thursday, the 10th, for this purpose, accompanied by Rev. W. Bamford, his very courteous colleague. The Admiral Butler should arrive in the river on the same day—no pre-arrangement for this had been planned. Mr. Mansfield's interview with His Excellency took place on Monday and was somewhat prolonged. We do not, of course, know all that took place, but judging from results which we do know to have been entirely satisfactory, we may believe that Mr. Mansfield felt, for the first time since this investigation commenced, the effect of the moral support his government had sent him to give him. The progress which Mr. Mansfield had made in this business up to the time of this crisis appears to those who know the Chinese officials and their ways well, marvellous. No Consul less intimately acquainted with the Chinese, or, by the study of their character, over the best part of a lifetime, equally able to deal with them, could have effected what he has done. Backed now by the support he has been given, he will be able to bring the investigation to a satisfactory issue, but no strength of the support ought to be withdrawn until the work is completed.

Mr. Mansfield should have arrived at Kucheng last evening. We understand the programme to be, that 14 of the criminals are to be executed at Kucheng at once and the 4 leaders sent down to Foochow for execution. The remaining condemned criminals are to be banished for life, but whether this will be done at once is not known. The examination of the arrested prisoners will then commence, and it is thought that the investigation, as far as it will detain the Commission at Kucheng, will be brought to a close by the end of the month. The Viceroys have undertaken to continue the search for those implicated, for an indefinite time, and as expenses are made, the arrested are to be sent down to Foochow for trial.

## H. G. BROWN &amp; CO., LTD.

The sixth ordinary yearly meeting of shareholders in H. G. Brown & Co., Ltd., was held at the office of the General Managers (Messrs. Gibb, Livingston & Co.) shortly after noon to-day. Mr. C. S. Sharp presided and there were also present Messrs J. B. Coughlin, G. C. Cox, S. L. Darby, C. F. Horton, and J. Whalley, Secretary.

## The notice convening the meeting having been read.

The Chairman said:—The report and accounts having been circulated some time since, with your permission we may take them as read. I regret very much that they are not of a more favourable character but I think, considering what we have had to go through in regard to the management of the Company's affairs and business in the Philippines, it is matter for congratulation that the result is not worse than it is. As intimated to you by the Chairman at the last meeting, there has been much trouble in connection with our late manager at Leguinanoc whose services we found ourselves obliged to discontinue and the changes entailed thereby have contributed not a little to the expenses of the year, as shown, whilst the state in which the Company's affairs were left was such as to necessitate a great deal of reorganising and the business suffered accordingly. The result of all this was felt in the disadvantage of being at such a distance from the scene of the Company's operations and how little effective control could be exercised under circumstances such as these we had confronting us. Matters, however, have been progressing rather better and business has been under the immediate control and direction of the Committee of Management in Manila since March last, and thanks to the ever-ready way they have taken matters up we have good hopes for the future, though the present year 1895 may not show the full results of their labours. Much time has necessarily been taken up in reorganising affairs and effecting various changes which we hope may conduce to bring about better results later on. I had hoped to lay before you some report from the Manila Committee giving their views generally, as well as a rough sketch of accounts to date, but these have not yet come to hand but a copy of a private circular from the Manila shareholders, which I dare say you have already got, reached us on Tuesday and same dealt at some length with the views of the Committee there on the position of the Company. During the past year we have had a poor market for timber and our profits have been largely curtailed, whilst for the first time during the Company's existence the working of the saw mill shows an actual loss. The Mill is now shut down on the Manila Committee's recommendation and more attention will be given to developing the local business in rough timber in the Philippines. I regret the increased duties and levies on timber imposed by the Spanish Government continue to weigh very heavily upon our business. In regard to the items of account I would point out that we stand on a far more liquid basis than at the end of 1893, having reduced overstocks of timber also the items and sundry Debts and Creditors, whilst our cash position also shows some improvement. The Vancouver shares still remain in our hands the Chairman's statement at last meeting that they had been disposed of having been founded on a misunderstanding as to the meaning of a telegram from the Manila agent. The Manila Committee are seeing to the disposal of these. The vessel *Elma*, part of whose cost appears at a loss, has since been completed and has begun work. She is reported as being most suitable for the Company's requirements and we have left it to the Manila Committee whether to sell her or to retain her for the Company's business. The loss incurred on the sale of the *Santiago*, the previous vessel built, has not given any encouragement to continue this business of shipbuilding. The profit and loss account you will notice also bears the loss through the sale of the *H. L. Archer* referred to by the Chairman at last meeting. We are well satisfied to have no further vessels of the Company's except those wanted for the Philippine coasting trade, as the others had been such a continuous heavy loss ever since the Company began business. So far we have been able to satisfy our tonnage requirements for this side pretty well by chartering, and we hope to continue to do so. Items for charges and salaries both show an increase as compared with previous accounts, but from the foregoing remarks the causes of these may be understood and it is expected that a good deal of economy will be noticeable in future accounts. The charge for exchange shown is a very large one over previous years, accounts owing to the great rise in rates in Manila, but this has been very materially altered during this year and the item will be very much reduced. We had already proposed making some remarks about the position of the Company's assets as they stand in the books with the view of pointing out it would be necessary to provide for writing these down, and we have some time since called for the detailed views of the Manila Committee about these but so far these have not come to hand. Until this depreciation has been thoroughly gone into and considered nothing can be done, but it will be dealt with as soon as sufficient data are before us and these we hope to receive soon. With regard to the matter of providing for this we are unable to see how this can be accomplished unless under some scheme of reconstruction of the Company or a reduction of Capital, and we have already been making preliminary enquiries as to the best way to set about this. As until we have something at credit of profit and loss account, there is no account to meet with, this is a matter which must be dealt with at another meeting. In the meantime the private circular from the Manila shareholders, which I have already referred to, will give you their views on the matter. We feel very much indebted to the Manila Committee for their valuable services, but in the private circular, some of the statements as affecting the management have been erroneously written under a misapprehension as to facts, and we are willing to correct them on these points.

Mr. Darby, in the course of a lengthy speech, asked several questions respecting certain statements made in a "private and confidential" circular which has been forwarded to the shareholders by the Manila Committee of Management. The circular in question showed, he thought, that the relations between the General Managers and the Committee of Management were not very cordial. He was of opinion that the remittance of \$10,000 asked for to cover an overdraft in Manila should have been agreed to, for it was better, if necessary, to borrow here at a low rate of interest than in Manila at 8 per cent. He did not know whether the \$10,000 mentioned in the circular as the value of stock meant \$10,000 on deposit plus \$5,000 realised by sales of stock. Another matter he desired to point out was the objection of the General Managers to import timber except by indent. If the business was to be done by indent only, then the Company's contributors must necessarily be limited to large consumers, such as the Hongkong and Whampoa Dock Co., for instance. As far as his (the speaker's) knowledge went, there was a good business to be done with Chinese contractors and builders who very often went in for small quantities at a time, say \$50 or \$40 worth. If it could be well arranged to meet the requirements of Chinese who purchased would mean up to a good deal in a year and who would doubtless do business with others if there was no disposition to meet their oftentimes requirements. Regarding the item of \$5,000 profit, he would like to know what part of this was realised in Manila and how much in Hongkong? He thought the item of \$25,000 for Sundry Debtors very large and he would be glad to know what prospect, if any, there existed of recovering any part of that sum? He would like some explanation of the charges made against the General Managers, that the policy of "tying up large sums in timber stocks quite regardless of such items as interest and overdrafts keeping large deposits in Hongkong and thereby causing the Company to lose 3 per cent. at least on its Capital," such policy tending, it was stated in the circular, to land the Company in the Bankruptcy Court.

## The Chairman replied at considerable length.

There was no friction between the General Managers and the Manila Committee and the statements in the private circular were shown to be unfounded. When the Committee was first appointed the Managers pointed out that were the management transferred to their friends in Manila extensive alterations would have to be made in the Articles of Association and that until such alterations were made the Head Office must remain, as heretofore, in Hongkong. A free hand was given to the Manila Committee and that had resulted in furthering the interests of the Company. It certainly appeared on the face of it curious to have a first deposit here and an overdraft in Manila, but that matter had been thoroughly considered and it was found that there were all-sufficient reasons why the \$10,000 demanded should not be remitted either then or now. It turned out that remittances could now be effected at a considerable saving compared with the cost of such transactions some little time ago. As soon as possible more remittances would be made to cause a balance in Manila, and he was glad to testify to the energy and ability of the Committee—there was no reason why there should not soon be an improvement in the Co's affairs and even a return to the previous figures, despite the blighting effect of the increased taxes levied by the Philippine authorities. He deprecated the abolition of the system of indents, which could do no good at all. The manager in the Philippines would be specially instructed to be very careful in his selection of timber. The "sundry debtors" were mostly good for the sums entered against them, and as the Manila Committee was looking into these accounts they would probably be settled before long.

## Mr. Darby, in reply to the Chairman, said he

was very glad to have these explanations. He was quite satisfied with the exception of the Chairman's opinion respecting indents. He thought it better to continue to have stocks here than to supply any and all customers. He now had much pleasure in seconding the Chairman's motion, that the report and account, as presented, be adopted.

## On being put to the vote the motion was

## carried unanimously.

The election of members of the Consulting Committee was next proceeded with, and on the motion of Mr. J. B. Coughlin, seconded by Mr. C. F. Horton, Messrs. Clement Palmer and G. C. Cox were duly elected.

## Mr. Darby now proposed, and Mr. Horton

seconded, that Mr. F. Henderson be re-elected auditor, and this when put to the meeting was at once carried *unanimously*.

The Chairman thereupon announced that this concluded the business before the meeting and he thanked the shareholders for their attendance.

On the motion of Mr. Coughlin a vote of thanks to the General Managers and the Manila Committee for all the trouble and care they had taken to improve the Company's interests, was carried unanimously, and the proceedings thereupon terminated.

## AMONG NOTES.

## AMONG NOTES.

Yesterday I wired to you twice re the movement of Japanese in Formosa. The Formosa Black Flag officials arrested on board the *Thales* are in charge of two Japanese officers from the man-of-war. I met them going to the U. S. Consulate this morning and will let you know later on how things go with them.

There is reason, I hear, to believe that Liu made his escape from Taiwan to this port in the *Danli* and of course in the garb of a common or garden coolie, because immediately on the steamer's arrival a file from one of the Chinese gunboats in port pulled alongside and took off several of her Chinese passengers. Liu did not even engage a cab for his noble self! A Chinese officer who had been seven years in a military academy in Germany also arrived here by the same steamer. It appears that, seeing Liu's army badly organised, under the pretence of meeting a friend on board the *Arcona* he obtained permission from old Liu to go on board that vessel, and thence he got on board the *Danli* and finally turned up here. He was one of Liu's principal officers and is thoroughly conversant with the German and English languages. I understand he is a native of Canton.

A claim for \$3000 for damages sustained by a cargo of sugar on board the German ship *Galvina*, which from this to Newchwang, has been settled privately by arbitration at the German Consulate in this port.

A fire broke out the other evening at Messrs. Boyd & Co.'s office, but was quickly got under control.

On the 14th inst. and a theatrical performance was given by the A.D.C. at the Club. They played "Auld Acquaintance" and "Chiselling" in a highly creditable manner.

The *Arcona* arrived this morning from Taiwan and is gallantly decorated with bunting, as well as the other German vessels in port, in honour of the anniversary of the birthday of



## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

## THE "CATTERTHUN" DISASTER.

A PROTEST.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR, After looking over the report of the decision of the Court of Inquiry which investigated the loss of the *Catterthun*, I am a member of the same profession as Mr. Lanfer, the unfortunate late second officer in the *Catterthun*, am fully convinced that he has been unduly and very harshly dealt with. The Sydney Marine Board seemed determined to lay blame for the disaster on someone's shoulders and Lanfer has been the "sheep led to the slaughter."

Let us briefly examine one or two of the details. Primarily, the second officer has been deprived of his means of livelihood for six months for altering the ship's course without the master's permission. Now, Sir, I maintain that the one mistake Lanfer committed was that he did not sufficiently shear off the course the ship was heading on. Probably, had he altered it to the extent of two or three additional points the *Catterthun* would have been safe today. Was it not laid down in the Court-Martial at Malta that the loss of H.M.S. *Victoria* that in urgent and extreme cases orders issued by a superior officer can be justifiably overridden to avoid apparent and probable disaster? Let us apply that dictum to the present case. Was Mr. Lanfer, in his capacity as second officer, an officer in charge of the ship, to run her on to Seal Rocks, and into shallow waters where the *Catterthun* was in the neighbourhood of the wreck, as a cursory glance at the chart will show? Of course not!

Then, again, as to the existence of the Rock which was sworn to in evidence at the Enquiry but apparently not given credence to by the Board. An individual was deputed by the Marine Authorities to search for this unknown Rock and because this personage was unable to discover its position it was decided by the Court to be non-existent, that decision is to say the least of it very premature and not grossly misleading. In consequence of the decision of the Sydney Marine Board what is Mr. Lanfer's position to-day? He has practically been ostracised and disgraced and to add to this he has lost all his belongings in the ill-fated ship. It is to be hoped that he is a member of one of the powerful Marine Associations in London or Liverpool which will appreciate the fact that he has met with scant justice.

It is much to be regretted, I think, that the Marine Board of New South Wales appear, by its finding and rider, to have forgotten the time-worn adage—*de mortuis nil nisi bonum*.

Yours etc.

A BRITISH OFFICER.

Hongkong, 24th October, 1895.

## RUSSIA'S RAILROAD THROUGH SIBERIA.

RAPID PROGRESS NOW BEING MADE.

TO BE FINISHED BEFORE 1900.

The world has not in all its extent a territory so vast, so little known and so rich in romantic possibilities as will be opened to the globe-trotter by the great Siberian Railway, which Russia is building. It opens to commerce and agriculture a rich region, not unlike British America in resources, and to the traveller a new realm of interest to explore. Two more things it will do: it will lessen the time necessary for a trip around the world, and it will greatly lessen the horrors of Siberian captivity for Russian prisoners.

The Siberian Railway will benefit not only Russia, but the whole world. Siberia hitherto was a vast and empty land, a land of gloom and different character from those associated with her name. This new element will appreciate its wonderful treasures and boundless resources. Siberia is not a vast prison. The transportation of unfortunates has contributed to its progress, just as it did in the case of Australia.

The Western provinces have realised considerable advancement. Tomsk has had a university since 1888. Siberia is regions of great agricultural and industrial richness. The Ural has almost inexhaustible resources of precious metals. In 1888 there was a production of gold valued at \$2,000,000, of silver, of platinum and 33,300 lb. of silver. In 1888 the production of the mining industries of Russia was 21.45 per cent. of the world, Siberia furnishing almost the whole. The United States figure for 1890, and Australia 25.27 per cent., all other countries of the world producing only a total of 22.39 per cent.

LENGTH AND COST.

The following is an estimate of the Siberian Railway for the total length of 7,112 versts, or 4,694 miles—

Class of works.	Total Cost.	Roubles.	Versts.
Expropriation of land.....	2,761,839	350	
Making the track.....	75,486,928	10,614	
Construction works.....	78,441,931	11,030	
Laying the line.....	20,391,875	2,826	
Appropriation of the line.....	2,761,839	350	
Telegraph.....	2,761,839	350	
Building along the line.....	3,875,583	524	
Station buildings.....	12,855,575	1,768	
Water supply.....	4,505,375	623	
Station appointments.....	4,385,805	617	
General administrative and unforeseen expenses.....	32,357,521	4,620	
Total.....	237,416,342	33,534	

Rails and fastenings..... 45,907,925 6,455

Rolling stock and workmen included..... 10,565,250 1,503

Carriage of rails, fastenings, and rolling stock..... 25,321,065 3,560

Total..... 111,794,240 15,718

Grand total..... 350,210,582 49,252

As one verst is 0.6609 miles, and a rouble is about 10 cents, we have a total expense of \$75,105,161 for 4,694 miles or \$16,211 per mile. The railroad is now being pushed all along the line. Since the breaking out of the Chinese-Japanese war the work has been more earnest, and a large force of men are grading the routes and laying the rails as fast as possible. The original intention was that the road should be finished in 1900. The indications now are that it will be completed long before that time. The city of Vladivostok is the Pacific terminus of the railroad. The present case, who was then taking a trip around the world west across Siberia along the line of the proposed railway, and it was with great ceremony that the first sod of the greatest railroad in the world was laid there on May 12, 1895.

Thereafter when completed will give continuous railroad line from Vladivostok to St. Petersburg, and the probability is that a branch line will be run down through Korea, and Japan will be brought within a day's ride of this terminus. When this is done the Japanese can make a trip to Paris with a water voyage of less than twenty-four hours. The new Chinese railroad now runs to the city of Shanhaiwan, where the great Chinese wall runs down into the sea. There is a breach in the wall at this point, and though the superstitious Chinese would hardly permit the cutting of the wall for a railroad, they have

allowed it to go through this breach, and it is now being pushed on into Manchuria. It will eventually reach the Russian frontier, and will probably connect with the Trans-Siberian Railroad, and then one can go from Peking to Paris by land.

## GREAT CHANGES FOR ASIA.

It is impossible to estimate the changes which this great railroad will make in Asia. The tea trade of Europe will undoubtedly go over it, and the great bulk of the exports from China, Japan and Korea will be carried through Siberia to Europe. As it is now, the fastest steamers are used for the tea trade. The new line being the highest prices in the market, and ocean steamers go up to the city of Hankow, 700 miles in the interior of China, and as soon as they can load they sail with full steam to London. They go on by the Suez Canal, and it takes them about forty-five days to make the voyage. The Chinese have already planned a railroad to the centre of the tea districts from Tientsin, where their new railway begins, and the tea will be shipped right north to Siberia, and get to Europe within fifteen or eighteen days. Tea carried overland is said to be much better than that which goes by water, and this may make a revolution in the tea trade of the world. At present the foreign trade of China amounts to about \$300,000,000 a year, and the bulk of this is made up of costly articles like tea and silk. These can pay high freight rates, and they will be shipped by the new line. There are now in the neighbourhood of 60,000,000 people in China, Japan and Korea. There are about 4,000,000 people in Siberia, and this road has the trade of nearly one-half the world to draw from.

It will probably make Russia a great manufacturing nation, and the Russian lion will be shipped over it to China. There is no iron in the world better than that of the Ural Mountains, and the Chinese are ready to pay high prices for good iron. Most of their tools are now made by hand, and they must have the best raw material. At present a large part of the iron used in China is made up of cast off horseshoes, which are sent out from Europe by the ship-load. The Chinese make razors, knives, and all kinds of implements out of this iron, and there is a great demand for it all over the empire. There are great iron deposits at different points along the Trans-Siberian Railroad, and big factories will spring up at all these points. The Russians are good mechanics, and they have vast ironworks near Moscow and at Taut, which makes as good hardware and guns as are found anywhere in the world.

As the line is now planned and being built, it is to run from Moscow right through the southern part of Siberia, making an almost straight line through this immense territory to the city of Vladivostok. It goes through rich gold mines. It is a line of iron, and it will probably build up an empire in Southern Siberia. The first section of the road is at the west. It begins in the Ural Mountains, and there is an army at work building it. The next section is to run from the town of Omsk, on the river Obi, and the contractors are also at work here. In the middle of Siberia there is another army laying track, and the road is being pushed as fast as possible from Vladivostok to the west. It crosses great rivers, which have to be bridged, and it goes through some of the most wonderful scenery in the world. It strikes Lake Balka, one of the biggest lakes in the world, the average depth of which is more than a mile. Near this lake the road passes through the mountains, and it has many tunnels and stone dikes.

The mountains are of granite, and the work of construction will be very difficult. Throughout the whole central region and the west there is but a sparse population, and it is the same in the east. The workmen have to be sent from European Russia, and all of the rolling stock and iron have to come from there. Some of it is shipped from the west. That for the eastern section is being taken around through the Suez Canal by sea, and there is another lot which is shipped down into Siberia by the Arctic Ocean.

The road is being constructed in the very best manner. The rails weigh 100 lb. to the foot. The bridges are of wood, and the road is well ballasted. The greatest distance allowed between the stations is thirty-five miles, and it is proposed to equip the road with enough rolling stock to form three sets of army trains every twenty-four hours. The road is to be a large extent a military line. The stations are built of wood in the interior, though some of the larger ones are of stone. The depot at Vladivostok is a big two-story stone and brick building. It is well constructed, and it would be a respectable depot in the United States.

The first idea of a Siberian railway originated with the Count Mouraviev Amurski, Governor-General of Siberia, who conceived the idea of making use of the Bay of de Castil, in the Straits of Tartary, and uniting it to the Amur River, first by a carriage road, which could be subsequently converted into a railway. The surveys were made in 1857, but for want of means the work was not carried out. At the same time there appeared two other proposals, one from the English engineer, Mr. Doll, of a horse tramway from Nijni-Novgorod through Kaim and Perm to the Pacific Ocean. This scheme was dropped by the Government owing to its unprofitable character.

The other proposal was from an American, Mr. Collins, petitioning the Russian Government to authorize a stock company, to be called the Amur Railway Company, uniting Khabarovsk and Chita, calculating to get the necessary capital in Siberia itself.

Through the influence of Count Mouraviev the scheme was thoroughly investigated, but rejected as impracticable. After several proposals during the following ten years three routes were laid by Messrs. Rachetie, Bogdanovich and Ledeboff. All three begin at Perm, and end, the first at Khabarovsk, the second at Vladivostok (20,000 miles), and the third at Blagovest, on the Tobol River, which it was proposed to make navigable. After thorough examination in 1873-74 the Government established three principal routes—viz., 1. The Northern-Khokhlovka, via Ka, Perm, Ekaterinburg, of the extent of 933 versts, or 616 miles. 2. Southern-Khokhlovka, of an extent of 1,175 versts, or 773 miles. 3. Alatau, via Chelabinsk, of an extent of 1,175 versts, or 774 miles—the first being a development of Mr. Rachetie's scheme, the second an alteration of that of Mr. Bogdanovich, and the third for the Siberian and Central Asiatic traffic.

PLANS SUBMITTED.

In 1875 the Government's attention was mainly given to the first two schemes, northern and southern. At the same time a petition was started to build a railway from Vladivostok to Lake Khabovka. In 1880 was issued an Imperial ukase for the building of a railway between Ekaterinburg and Irkutsk. The accomplishment of that showed that the southern route would no longer meet the requirements.

2. Tomsk-Krasnoyarsk, to unite the rivers Obi and Yenisei, and, finally, 3. Omsk-Barnaul, to unite with the River Irtysh at Omsk, and with the River Obi at Barnaul.

The first two lines, for 800 and 500 versts respectively, open communication between the Volga river and the Lake of Balka. Ostrovsky ascribed special importance to the Omsk-Barnaul line, as shortening the great water road from the rich mining district of Altai to Tobolsk and strengthening the trade with China. Thus taking advantage of the waterways of Siberia, Ostrovsky thought would realise the cheapest communication between the centre of Siberia-Irkutsk and the centre of European Russia-Moscow. Further Mr. Ostrovsky traces in general terms his line as follows: Krasnoyarsk, Ula, Zlatoust, Chelabinsk, Tzhetovsk, Omsk, Kainak, Tomsk, Marinsk, Achinsk, Krasnoyarsk, Kansk, Ugdinsk, Blagovest to Irkutsk. This route is almost exactly the route finally adopted.

The surveys were carried out in 1877, and it was found possible to proceed to the carrying out of these schemes.

A special commission was appointed in 1890, which decided that the work should begin simultaneously at the opposite ends in the East and West.

The choice of the terminus of the Western line, on the other hand presented a more difficult problem, and only long discussion and study resulted in favour of prolonging the Samara-Zlatoust-Moscow line through Chelabinsk and Kurgan.

Finally, by an Imperial ukase, on March 17th, 1891, the question of the construction of the railway was decided in the affirmative. This receipt was promulgated by the Czar on May 12th, 1891, in Vladivostok, and then he laid the first eastern sod of this mighty work.

On February 17th last year the Emperor approved of the following decision, made by the Committee:—

1. To begin during the year 1894 the preparatory work for the section around Lake Balka, and make the final researches between Irkutsk and Vladivostok. An allowance is made of 100,000 roubles for the first purpose and 5,000 roubles for the second.

2. To allow the immediate disbursement of 2,000,000 roubles (about \$1,482,500) for section 1 of the middle part of the road from Krasnoyarsk to Irkutsk.

Russia is in earnest about this work. The rest of the world will hope that when this work shall have been finished Russia will prove herself essentially a civilising character and peaceful action in Asia. The *New York Herald* of Constantinople in 1873—*New York Herald*.

## SHIPPING AND MAIL NEWS.

## MAILS DUE:

American (Galle) 27th inst.

French (Yarra) 29th inst.

American (City of Peking) 5th prox.

Canadian (Empress of India) 5th prox.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Vancouver yesterday.

The Ocean Steamship Co.'s steamer *Ulysses*, from Liverpool, left Singapore for this port this morning, and may be expected here on or about the 29th inst.

## SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

## ARRIVALS.

Holland (steamer), from Coast Ports.

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Holland (steamer), from Coast Ports.

from that date until the 13th, when she was ordered to Philadelphia for discharge. The Sugar Trust refused to purchase the cargo on the arrival of the vessel and obtained it finally on its own terms. Demurrage for the vessel's delay was counted up at the rate of \$300 per day against the owners of the cargo. The cargo consists of 12,435 bushels of last season's crop. It was loaded at Tagal, Sourabaya, and other ports in the Dutch East Indies.

## COMPRESSED AIR FOR FOG HORNS.

The Lighthouse Board of the Treasury Department has been experimenting for the last year with a new fog-horn apparatus at the Staten Island station. Instead of the old method of blowing their horns with steam, which was slow and expensive, the officials of the Lighthouse Board decided to use a gas motor, with which air is compressed into a tank and liberated through the fog horn. The motor is called the Horns-Away safety-oil engine, after its inventor. Experiments thus far have been made with stationary engines on shore. To assure themselves of the efficiency of the motor on shipboard the officials of the Lighthouse Board have decided to have one of the motor and its appliances placed on the Winter Quarter Shoal Lightship, off Atlantic City. Two engines have been put on the ship. One is a duplicate of the other, to replace the one in operation in case of accident. It is believed that the engine will be as successful on a rolling as on a stationary base. The engine is moved by a succession of gas explosions in the piston. By the use of a Clayton air compressor, air will be forced into the large tank, to be drawn upon as occasion requires. The blast with the new generator and apparatus will last 5 seconds, and will be repeated each minute during a fog. The greatest advantage, perhaps, which the new generating power possesses is the quickness with which a sound can be made. Under the old method it took from 45 to 60 minutes to light a fire under the boilers for the generation of the steam to blow the horns. Now, in 5 minutes air can be compressed in the tank, and a blast of the maximum force can be given immediately. The tank is left full of compressed air after it is used, and contains enough power to keep the horn going for 10 minutes. Thus it will be seen that under the new method the blowing of the horns is practically continuous. They can be started before the fog rolls down upon the keeper and be kept blowing steadily until the fog lifts. The power can readily be shut off during any temporary lifting of the fog, while formerly it was necessary to keep the fires up and banded for a long time so as to be sure of being in readiness should the fog roll down again. If the new lightship on Winter Quarter Shoal proves a success, the next application will be put in on the light ship off Nantuxet, where the fog is frequent.—*N. Y. Maritime Register*.

## COMMERCIAL NEWS.

## HONGKONG FREIGHT MARKET.

In their *Freight Circular* issued on the 24th inst. Messrs. Lambs and Rogge write:—

The healthier tone which prevailed over freight market a fortnight ago has unfortunately not been maintained; the period under review has been devoid of animation and business in most branches has been dragging considerably.

STEAM-FREIGHTS.—Our latest quotation from Saigon to this port was 14 cents per picul with an advancing tendency, but immediately afterwards it fell to 12 cents per picul, and for some days nothing better than 12 cents per picul was procurable though no chartering was done on that basis. A slight change for the better during last week enabled two steamers, bound for Saigon and back, to book their return trip at 12 cents per picul and this rate may be put down as closing quotation for medium size vessels only. The local rice market being in a weak state, and prices at Saigon unacceptably high, the chances for a steady improvement are rather remote. According to Saigon advices, the new crop promises well, but it is too early yet to form any reliable opinion as to its extent.

Bangkok advices are somewhat more favourable and natives are enquiring for tonnage at 20/15 cents per picul. No settlements have, however, been effected locally so far, but it is reported that the Norwegian steamer *Sultan*, just returned from Bangkok, has accepted a charter there for eight consecutive voyages, five trips at 19/15 cents per picul and the remaining five trips at 25/10 cents per picul.

With regard to northern business, there has been a complete collapse in Newchwang chartering owing to very unfavorable advices from that port. There appears to be great difficulty in forwarding produce from the interior; prices have advanced materially in consequence and it is not an unlikely at a low level, as a result of previous engagements as in several instances they are trying to cancel charters or to make other arrangements. There is no demand whatever for further tonnage and unless better news comes to hand shortly this season may be considered closed.

As intimated in last report, coal freights from Japan have undergone a slight change for the better and three steamers have been taken up at \$1.40 per ton. The enquiry is, however, limited.

On monthly terms, quite a number of settlements are on record, mostly for local account. The *Continental* and *Amoy* are intended for Formosa ports under sub-charter; the *Yacobi* *Diadem* has been taken up by a Vladivostok firm, who have sublet her locally, up to the time she is wanted for the Siberian trade, and the other boats are chartered by Chinese for local business. There are also enquiries from Shanghai, probably stimulated by an increase of business from Yangtze ports, Chinkiang and Wuhu, whence a number of regular liners have been chartered recently at gradually hardening rates, up to 18 cents, having been paid, whilst several outsiders were booked at 14 to 15 cents per picul.

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## Hotels.

## FUJIYA HOTEL,

MYANOSHITA.

HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

S. N. YAMAGUCHI, Proprietor.

1061.

## WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor and Manager.

Hongkong, 3rd April, 1895. 1420

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 3,500 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

## SPECIAL WINTER RATES.

(FROM 1ST NOVEMBER TO 31ST MARCH).

One person, per day.....\$3 to \$ 3.50

One person, per week.....20.00

One person, per month.....60.00

Married couple (occupying one room) per day.....5.00

Married couple (occupying one room) per month.....110.00

Married couple (occupying two rooms) per month.....130.00

Extra Bed Room, per month.....20.00

Extra Bed Room, per day.....1.50

For further particulars apply to THE MANAGER, New Victoria Hotel.

Hongkong, 10th October 1895. 11171

## THOMAS' GRILL ROOMS,

No. 8, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

## LADIES' DINING ROOMS.

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS

in Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.



## Intimations.

**MR. CHADWICK KEW.**  
(Late of Poate & Noble.)  
HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.  
Teeth filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.  
PLATES A SPECIALITY.  
Hongkong, 7th June, 1895. [754]

## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water-Boiler, as FOUL WATER is the cause of much sickness on board ship.  
We are the only Water-Boiler Company in Hongkong exclusively supplying FILTERED WATER.  
Call Flag "W."  
J. W. KEW & Co.,  
STEAM WATER-BOILER CO.,  
18, Praya Central.  
Hongkong, 7th October, 1895. [787]

Shipping.  
STEAMERS.

"BEN" LINE OF STEAMERS.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship

"BENLARIQ."  
Captain Wallace, will be despatched as above on or about 25th instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 11th October, 1895. [1400]

FOR JAVA, SOERABAYA, SAMARANG, VIA SINGAPORE.  
THE Steamship

"TETARTOS."  
Captain Dine, will be despatched for the above Ports on SATURDAY, the 26th instant, at 4 P.M.  
For Freight or Passage, apply to  
WING CHONG & Co.,  
Agents.  
Hongkong, 21st October, 1895. [1431]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAITAN."  
Captain Roach, will be despatched for the above Ports on SUNDAY, the 27th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 23rd October, 1895. [1455]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"MENMUIR."  
Captain Craig, will be despatched for the above Ports on WEDNESDAY, the 30th instant, at Daylight.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.  
A Stewardess and a duly qualified Surgeon are carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Mariners.  
Hongkong, 11th October, 1895. [1401]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Steamship

"CHINGTU."  
R. Jones, Commander, will be despatched on WEDNESDAY, the 30th instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th October, 1895. [1445]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Steamship

"TAIYUAN."  
R. Nelson, Commander, will be despatched on TUESDAY, the 26th instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st October, 1895. [1450]

NORDEUTSCHER LLOYD.  
STEAM TO KOBE (DIRECT).  
THE Company's Steamship

"LUEBECK."  
Captain Harrassowitz, will load here for the above place, and will have quick despatch.  
For Freight or Passage, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 21st October, 1895. [1447]

THE "JAPAN" LINE OF STEAMSHIPS.  
FOR NAGASAKI, KOBE AND YOKOHAMA.  
THE Steamship

"REPTON."  
Captain G. H. Jack, has been about the 24th instant, will load here for the above places, and will have quick despatch.  
For Freight or Passage, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 21st October, 1895. [1448]

## Intimations.

## THE BEST OF EVERYTHING

IS INVARIABLY THE CHEAPEST!

IN THE MATTER OF

PEACH BLOSSOM SOAP.

GLYCERINE AND CUCUMBER.

CHAMPAGNE BITTERS.

BALSAMIC COUGH TINCTURE.

WATKINS &amp; Co are

CONSEQUENTLY YOU WILL DO WELL TO ORDER FROM

WATKINS & CO.,  
APOTHECARIES' HALL, 66, Queen's Road Central.

[51]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"KWEIYANG."  
Captain Dawson, will be despatched TO-MORROW, the 25th instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th October, 1895. [1399]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"YUENSANG."  
Captain W. Waddell, will be despatched as above on MONDAY, the 26th instant, at 4 P.M.This Steamer has Superior Accommodation for First-class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 21st October, 1895. [1459]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENHORN."  
Captain Murray, will be despatched as above on TUESDAY, the 26th instant, at 4 P.M.Instead of as previously notified.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 17th October, 1895. [1348]

"MILBURN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PORT PHILLIP."  
Captain Gray, R.N.R., will be despatched for the above Port on or about TUESDAY, the 26th instant.For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 17th October, 1895. [371]

FOR KOBE AND YOKOHAMA.

THE Steamship

"BENGLOE."  
Captain Thompson, will be despatched on MONDAY, the 26th instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd October, 1895. [1444]

FOR CHEFOO AND TIENTSIN.

THE Steamship

"FUPING."  
Captain Lehmann, will be despatched for the above Ports on TUESDAY, the 26th instant, at 5 P.M.For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 23rd October, 1895. [1456]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM."  
Captain C. Jackson, will be despatched as above on TUESDAY, the 26th instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th October, 1895. [1428]

FOR DELAGOA BAY AND NATAL.

THE Steamship

"YANARIVA."  
Captain Weston, will leave for the above Ports about the 10th November.For Freight, apply to  
GILMAN & Co.,  
Agents.  
Hongkong, 11th October, 1895. [1402]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PINGSUEY."  
D. Davies, Commander, will be despatched as above on or about the 10th proximo.For Freight or Passage, apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 21st October, 1895. [1446]

SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 A.L.I. American Ship

"SAINT JAMES."  
Clifford, Master, will load here for the above Port, and will have quick despatch.For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 20th September, 1895. [1281]

FOR NEW YORK.

THE 100 A. I. British 4-masted Bark

"MATTERHORN."  
John Williams, Master, is now loading here for the above Port, and will have quick despatch.For Freight, apply to  
ARNOLD, KARBBERG & Co.,  
Agents.  
Hongkong, 8th October, 1895. [1287]

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 25th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 23rd October, 1895. [1457]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "PRINZ HEINRICH."

THE above named Steamer having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given TO-DAY before Noon.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 26th October, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on MONDAY, the 26th October, at 3 P.M.

All Claims must reach us before the 30th October, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
MELCHERS & Co.,  
Agents.  
Hongkong, 22nd October, 1895. [1391]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 21st October, 1895. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLAVERS,"

FROM ANTWERP AND LONDON.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 19th October, 1895. [1440]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 18th October, 1895. [14]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

LA-HUEN ROAD.

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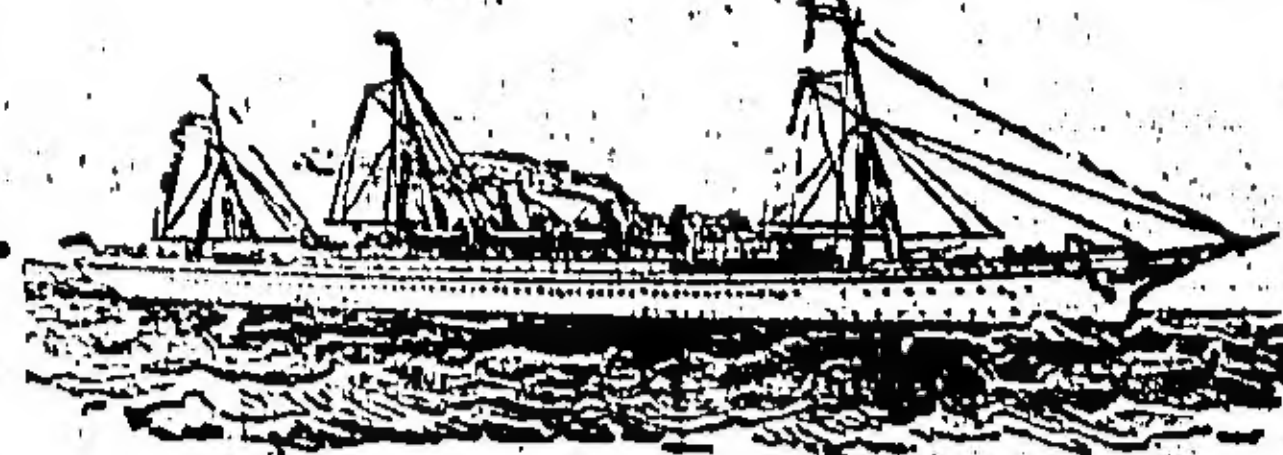
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## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th November.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 25th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers are Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddis Street.

Hongkong, 2nd October, 1895. [13]

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaulle (via Nagasaki, Kobe, Inland Sea &amp; Yokohama)..... Saturday, 26th Oct., at Noon.

Belge (via Nagasaki, Kobe, Inland Sea &amp; Yokohama)..... Saturday, 7th Dec., at Noon.

Coffin (via Nagasaki, Kobe, Inland Sea &amp; Yokohama &amp; Honolulu)..... Thursday, 26th Dec., at Noon.

THE Steamship

"GAELIC"  
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on TUESDAY, the 26th November, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 17th October, 1895. [12]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 9th March, 1895. [11]

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## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.